

FERRY PIER BURNED

D., L. & W. Train Sheds in Hoboken Destroyed.

FERRYBOATS AFLOAT AFIRE

Lives May Have Been Lost When One Went Upstream.

One New York Fireboat Beside Her Playing on Her and Another Sent Over to Protect the Steamship Piers to the North.

Fire in a Nest of Wooden Buildings—Ferryboats Hopatcong, Binghamton, Montclair and Lackawanna Suffer—Some of Them Saved and Brought to This Side—The Old Duke House Burned.

The western sky was ablaze last night a few minutes after 11 o'clock when the ferryhouse of the Delaware, Lackawanna and Western Railway in Hoboken began to burn up. It was an old fashioned wooden structure, and in a few minutes it was wrapped in flames.

All the fire engines in Hoboken were on the scene in a couple of minutes, but were able to make no impression whatever on the fire. The ferryboat Hopatcong, which was in her slip, was towed up the river a mass of flames.

The adjoining station and train sheds of the Lackawanna Railroad were buildings of light structure. The flames spread to them in a few minutes and they were entirely destroyed. As the tower caught the entire heavens were illuminated, and great crowds flocked to the New York river front to watch the gorgeous and terrible spectacle.

Chief Croker of New York was notified and went at once to the foot of Gansevoort street. From there he ordered the first boats Abram S. Hewitt and George B. McClellan to go over and render all the aid they could.

Fire engines were dispatched from all the adjoining sections of Jersey City and all efforts were devoted to saving adjacent buildings and piers, while the yard force of the Lackawanna Railroad tried to get the cars out of the burning train shed. Many of these caught fire, but so far as is known at this time none was totally destroyed.

It is supposed that the crew of the Hopatcong were on board her, and it is feared that some passengers may have remained on her decks when she was cut loose from the landing bridge and drifted out into the river. One of the fireboats went in pursuit of her and directed its powerful streams upon her blazing upper works.

The moment the fire alarms began ringing there was a busy time to the shipping piers which line the Hoboken shore northward from the blazing ferry house. Next to the burning structure are the piers of the Hamburg-American Line. Next come the North German Lloyd slips, the Holland-America Line pier and the Thingvall pier.

Tugs were assembled about the steamships moored to these and the hawsers by which they were moored were cast off so that they might be towed into the river if the fire showed any symptom of spreading northward in the southerly breeze. Fire lines were spread along the piers and all the tugs got their pumps in working order to protect the piers and the enormous quantities of valuable freight stored on them awaiting shipment.

The only ship in the Hamburg dock was the Bulgaria, which arrived on Saturday from Hamburg. She was in no time in danger. The dock superintendent of the line summoned the general passenger agent, J. P. Meyer, who in the absence of Emil L. Ross, who is in Europe, assumed charge of things at the docks.

Fortunately the wind was from the west blowing the flames and superheated air from the fire out over the river instead of in toward the city and the railroad yards. Right by the train sheds are the yards of the Lackawanna and the Erie railroads, and many hundreds of cars with freight of all sorts waiting to be shipped. The fire was west along the tracks in those at all times. The locomotives were kept busy pulling them as fast as they could out beyond the danger lines.

The adjoining buildings in Hoboken are also of a flimsy character. The terminal of the North Hudson Railroad Company is just north of the train shed. It is a wooden structure just at the foot of the inclined way leading to Jersey City Heights. Across the street from this was the old Duke house, which many years ago was the scene of the feast of the Hoboken Turtle Club. North of it lay the office of the Hoboken Land and Improvement Company, of which Col. Edwin A. Stevens of Castle Point is the head.

The New York ferry lines which converge at the Lackawanna terminal are the Barclay and Christopher street lines.

Besides its through traffic the Lackawanna Railroad has an enormous clientele of commuters along its Morris and Essex Division, which covers the northern part of Essex county, a portion of Passaic and all Morris county. There were several hundred persons in and about the station at the time when the fire broke out and there was a wild rush for safety among them.

Handbags, wraps, and other light impediments were abandoned in the rush of men and women through the narrow doors which were the only available road to safety. Passengers in sleepers waiting for the midnight trains bound West were hastily awakened and they also rushed for the streets of Hoboken, a few of them in summary attire.

Down to midnight the police had no reports of any actual loss of life in the fire.

DEWEY'S RICH CLARET WINES
Will add to the enjoyment of your Dinner.
H. Dewey & Sons Co., 128 Fulton St., New York.

but they fear that on account of the intricacy of the building and the speed with which the flames leaped to points some persons may have been overtaken before they could get clear away.

A large crowd gathered on the New York shore opposite Hoboken to watch the fire. The crowd was so large and increasing so rapidly that the reserves of several of the downtown precincts were called out at 11 P. M. Twenty-five policemen were sent to the foot of Christopher street.

The fire, though one of the fiercest that have taken place in these parts in recent times while it lasted, was of very short duration. It was practically under control in 45 minutes.

As the police started to tabulate the results they ascertained that the lower portion of the ferryhouse with its slips was totally destroyed. The railway station is a blackened ruin, and only a few charred beams show where the old train shed was.

In addition, the new immigrant station south of the depot, which had been built at a cost of \$75,000, and which was only opened last week, is absolutely destroyed.

The old Duke House, which has of late years been conducted by Martin Daab, Jr., is a blackened ruin.

Three ferryboats caught fire. In fact the police believe that the fire originated on board the Hopatcong. This boat and the Montclair, which also caught fire, reached the slips of the company at the foot of Twenty-second street with the fire on board extinguished. The Binghamton, the third boat afire, was a new boat and one of the west on the river.

The piers of the steamship companies north of the ferry house were the scene of the terrific fire which broke out on June 30, 1900, and lasted several days, in which three steamships were destroyed, many lives lost under the most distressing circumstances, and several million dollars worth of property afloat and ashore destroyed.

These piers have since been rebuilt with the nearest approach to fireproof construction that the nature of the case permitted, and at enormous expense. The work upon them has been completed less than a year.

YACHT BURNED, MAN DROWNED.

Auxiliary Boat Delphi Blows Up Off Fort Schuyler.

The 45-foot auxiliary sloop yacht Delphi, owned by Thomas McClatchey, a Harlem saloonkeeper, was burned in the Sound, last night between Fort Schuyler and Fort Totten. McClatchey and three friends were aboard, and in the scramble to escape in the yacht's small boat, one of the men lost his life. He was William Rivet, who lived in East 123d street.

The Delphi was making for City Island when the fire started. First came an explosion that could be heard on both sides of the Sound, and in a moment the craft was enveloped in flame. McClatchey and his three friends ran to the stern to get into the small boat. They upset it and all four went under. When they came up Rivet was missing. The three that remained held on to the upturned boat and kept it as far away from the Delphi as they could.

Boats from both sides put off to rescue the men. A launch owned by Capt. Peter Hanson of 323 Whiting street, Jersey City, was the first to reach them. Capt. Hanson took the three men in his boat.

The tugboat Woodruff, Capt. Richards, tried to put out the fire, and got a line on the burning sloop and started off toward Fort Schuyler with her. He beached the sloop on Throggs Neck. By that time the sloop had burned to the water's edge.

Capt. Hanson took the rescued to College Point. They were in bad shape from their ordeal. McClatchey and his friends had been to College Point early in the day. They had been cruising around since Sunday. Edward Burke and John Murphy were the names of the men who were saved.

WHAT WILL MRS. COLLIER EAT?

Actor Stops Wife's Credit and Has the Cows, Pigs and Hens Taken From the Farm.

ST. JAMES, L. I., Aug. 7.—Acting under instructions contained in a letter received this morning from William Collier, the actor, Harry Darling, the superintendent of the Collier place here, today removed from the farm all the live stock.

The letter directed Mr. Darling to dispose of all the stock. Mr. Darling last week received a cable instruction from his employer to notify all tradesmen that Mr. Collier would no longer be responsible for Mrs. Collier's debts. The letter upon which the action was taken today was mailed from London.

Fearing Mrs. Collier might object, Darling took with him to the farm William Knapp and Deputy Sheriff R. Wesse.

Mrs. Collier refused to attempt to resist. The constable told her Mr. Darling was acting under written instructions from Mr. Collier, and she must not interfere.

The men took away a cow and a calf, two horses, some pigs and some poultry which they have put up in a barn in the village.

Mrs. Collier, except for the formal protest, made no resistance. She said her husband was doing this simply to annoy her. She said she would not let her husband be treated in that way. Later she went to a telephone and called up Howe & Hummel in New York.

SHOCKED AT A TELEPHONE.

Operator With Ear at Receiver Rendered Unconscious by Lightning.

UTICA, Aug. 7.—William W. Jones, chief operator of the switchboard at the plant of the Hudson River Electric Power Company in this city, is in a local hospital in a critical condition as the result of a peculiar accident he experienced during the severe storm which visited this city last night. Jones had the receiver of a telephone to his ear when a brilliant flash of lightning came, apparently striking the line somewhere. The electricity did not come into the office. Jones did not indicate by his actions that he had been affected by the stroke, and for a few minutes remained sitting at his desk. A doctor in the office noticed him sinking into his seat, and when they got to his side he had collapsed completely.

Jones rallied twice after first passing into unconsciousness, but when a physician arrived he was to all appearances dead. He was not breathing and the heart action was scarcely perceptible. Artificial respiration was resorted to and hypodermic injections were given, and after two hours there were signs of returning consciousness. He is now in a stupor, but his recovery is expected.

STRIKING BAKERS FIGHT.

ROWS AT SHOPS THAT ARE OPEN AND AMONG THEMSELVES.

Speakers Who Talked Peace Fired Out of Headquarters—Two More Unions Quit, and Brooklyn May Join—But Bread in Plenty is Coming From Hoboken.

Samuel Kurtz, the leader of the striking Hebrew bakers, announced yesterday that Local 40 and 305 of the bakers had struck in sympathy. This means that the eastern part of Harlem may feel the shortage of bread. He announced also that Local 183 of Brooklyn would strike in sympathy to-day and that Local 1, composed of 600 Germans, was also considering a sympathetic strike.

Early in the day Kurtz said that there was nothing to support the idea that there would be a settlement of the strike to-day. Like all East Side strikers, the bakers quit work first and made their demands afterward.

Owing to complaints made to the police by residents the headquarters were changed from 88 Attorney street to Great Central Palace Hall, 90 Clinton street, where a general school of demands, including a ten hour work day and recognition of the union, was indorsed. The minimum wages demanded are \$17 a week for one oven foreman, \$20 for two oven foremen and wages ranging from \$13 a week up for the journeymen.

The striking bakers held a stormy meeting last night at their new headquarters, at which it developed that all present were not in sympathy with the strike. Those who spoke against it were kicked out and for a short time there was something like a procession of speakers being forcibly propelled down the stairs. Strike Leader Kurtz, Secretary Carl Weber and Abraham Fleischman made speeches in favor of the extension of the strike. A man got up at the back of the hall and declared against the methods of the strikers. There was an immediate uproar; many hands clutched at the speaker, who was kicked and thrown out bodily. Another speaker who agreed with him was also kicked out.

The uproar was at its height when Miss Fannie Rodman, a seamstress, asked for the floor. She is young and good looking, and the strikers listened attentively to her. She told them that violence was likely to land them in prison and urged moderation in their methods. She was applauded when she finished.

There were more outbreaks early yesterday morning, but the strikers declared that hoodlums started the trouble. A gang of strikers or their sympathizers gathered round the bakery of Philip Federman at 183 Orchard street and began to throw stones. Some of them forced their way in and began to pour kerosene on the dough. Reserves from the Eldridge street police station soon appeared and the policemen's nightsticks began to fly. Meyer Cohen, Max Pilner, Henry Margolis and Solomon Zensler were arrested.

Another row happened at 71 Henry street, but was stopped by the police without any arrests. In Essex Market court yesterday morning a number of men charged with rioting were fined from \$3 to \$5 each.

The proposed parade of strikers to the Mayor's office to ask for protection was given up. Leader Kurtz said "it would do no good anyway."

Bakers who had bread to sell yesterday jumped the prices. Rolls which sold at 7 cents a dozen were 12 cents, and pumpkin loaves which sell at 5 cents each went up to 10 and 12. They found few buyers at those prices and became cheaper later. Wagons which came from Hoboken laden with bread were waylaid and attempts were made to induce the drivers to leave their wagons, but without success.

One man who was going to his work in Hoboken was induced to go to the strikers' headquarters, the strike leaders making earnest promises that they would pay him his wages right along. He tried twice to break away but couldn't. Reports showed that the men were still working in fifty shops.

A committee of fifteen was appointed to go to a large bakery at 379 Second avenue to get the men to strike. They were unsuccessful, but kidnapped a baker employed there, Pebl Kosmas, a Pole, of 155 Norfolk street, after a fight with the rest. The strikers brought him to the headquarters. Kosmas said that he was kidnapped, but appeared to be a willing prisoner.

A mass meeting of the strikers was held in the afternoon, at which arrangements were made for sending out more committees. A conference was then held between Strike Leader Kurtz and Joseph Seelig and John Spindler, the executive board of the bakers, who promised financial assistance on behalf of the unions not on strike if necessary. The employers decided later to form themselves into an employers' association.

The Madison, Delancey, Eldridge street and Union Market stations had each twenty-five men on reserve last night, and a patrol also stood ready for emergencies at each station. An offer was made to the strikers by Robert V. Hawthorne of the Board of Arbitration, who called at their headquarters, to try arbitrate the trouble. He was told there was nothing to arbitrate.

DEAD IN HIS APARTMENT.

Family in the Country, Man's Body Lay Undiscovered Since Friday.

Francis S. Brown, 50 years old, a salesman in the employ of the Cudahy Packing Company, was found dead yesterday at his residence, 364 West 121st street, by William Simms, the janitor, and Policeman Dundon of the West 125th street station. He lived on the first floor of the Fairfield apartment house, and he had not been seen since last Wednesday night, when he spoke to Stanley Wright, the hallboy.

The tenant complained to the janitor yesterday that there was an unpleasant odor coming from the first floor. Simms consulted the owner, and the policeman was called. The doors were all locked, so Dundon climbed in through a rear window. He found Brown lying dead in one of the bedrooms.

Mr. Brown's wife, child and father-in-law were at King's Ferry, Cayuga county, N. Y., where they had gone to spend their vacation. Physicians who were called said that he had been dead since Friday night, probably from a hemorrhage of the lungs.

"THE PENNSYLVANIA SPECIAL."

"In service, equipment, smoothness of running and in dining car service the Pennsylvania Special has no equal in the world." Is the opinion of a experienced traveler. The Pennsylvania Railroad is rock-bellied from New York to Chicago.

"The Pennsylvania Special" makes its run every day in 12 hours.—Ad.

FILIPINO GOVERNORS COMPLAIN.

Dissatisfaction Expressed in Presence of the Visiting Congressmen.

Special Cable Despatch to THE SUN. MANILA, Aug. 7.—The provincial governors, now in Manila, except one American and one Filipino, have memorialized Congress through Gov. Wright for a reduction of tariff on fifteen articles, making serious complaints against the constabulary, asking for reform in municipal governments and recommending the vesting of governors with judicial authority.

Señor Herrera, president of the Federal Board of Manila, at a banquet of the governors, at which the guests included Congressman Gilbert, Curtis and Howard, attacked the administration of Gov. Wright, whom he accused of not following Taft's satisfactory policy. Since Taft's departure the Philippines as a whole have been dissatisfied, considering themselves insufficiently represented in the government. Their complaints, Herrera said, had been ineffectually investigated by the Judiciary which was manipulated by the Philippine Commission.

Gov. Curry vigorously refuted these charges, though he admitted certain constabulary abuses, which, he said, the Government was energetically eliminating.

The other governors disapproved some of the charges, but either did not dare or were not inclined to contradict Herrera. It is generally considered that Herrera was intoxicated with the wine of the banquet.

This afternoon Senator Scott opened the meeting of sugar planters. Secretary Taft announced that several Filipinos wished to discuss the political situation and recommended that the speeches be restricted to economic conditions. The Congressmen present concurred in this suggestion.

Commissioner Lururraga, who represented the sugar planters, asked the abolition of the tariff Congressmen Dubois, McCracken and Patterson and Secretary Taft frequently questioned him. The meeting adjourned till to-morrow.

RICH WOMAN LOST IN WOODS.

Looks Like Miss Tucker, Whose Case Here Reminds.

HOLDENESS, N. H., Aug. 7.—An alarm has been raised throughout the Lake district because Miss Eva H. Colby of Haverhill, Mass., a rich woman who arrived here last Friday, is lost somewhere in the dense forest which skirts Winnepesaukee. A big party will be sent to search for her to-morrow. Miss Colby bears a striking resemblance to Miss Mary A. Tucker, who was found near South Lebanon, Me.

Miss Colby disappeared from here on Saturday, going in the direction of Woburn. Relatives at Haverhill telegraphed a description of her to-day, and asked that every effort be made to find her.

Miss Colby, when she arrived here, looked as though she had walked a great distance. So strong was the resemblance between her and the missing Miss Tucker that Frank Boynton, at whose cottage she stopped, detained her as long as he could despite her statement that she was not Miss Tucker. Since her disappearance from Boynton's there has not been the slightest trace of the woman.

Miss Colby is said to be deranged. She received a small fortune from her father at his death, and she had considerable money in her own name.

PLAZA HOTEL DOUBLE MISHAP.

Workmen Watching Injured Workmen Tumble Five Stories and May Die.

Joseph Mass of 312 East Seventy-ninth street and Philip Birino of 2414 First avenue, workmen employed in tearing down the Plaza Hotel at Fifty-ninth street and Fifth avenue, were busy on the side wall of a room on the sixth floor yesterday afternoon, when the ceiling fell in, burying both.

Birino escaped with some bad bruises, but Mass had a fractured left ankle and a dislocated shoulder. Dr. Frier of Flower Hospital attended the men on the sidewalk after they had been removed from the building. While he was dressing their wounds, Michael McCarthy of 38 Oliver street, who was working on a scaffold on the sixth floor, leaned too far out in trying to see what was going on. He fell the whole six stories almost on top of the doctor and the wounded men.

Mass' strikingly ill, outright, but severe contusions of the head and bad internal injuries leave him small chance of recovery. The three men were carried to the hospital in the ambulance which had come for the first two.

HARD TO DROWN O'GORMAN.

But Bronx Coroner Was Exhausted When He Touched Shore.

CORONER William O'Gorman of The Bronx had a narrow escape from drowning early yesterday morning in Leroy Bay off Pelham Bay Park opposite Hunter's Island. The coroner is the commodore of the Stuyvesant Yacht Club, which has a home on the bay. He owns the 50-foot auxiliary yacht Dada, and he arranged on Sunday to have a trip to Atlantic Highlands yesterday.

The start was to be made early in the morning and the coroner's guests arranged to sleep aboard his boat, which was moored off the yacht club's dock. O'Gorman did not turn in with his friends, but busied himself seeing that everything was in good shape.

It was after midnight when he left the Dada to go to the clubhouse to get something he wanted aboard the boat. It was very dark and there were no lights in the clubhouse or on the dock. A heavy mist obscured the boat when O'Gorman got back to it. He jumped from the bulkhead to the boat, but it had swung away and he went into the water.

The coroner is a 250-pounder and a swimmer. It goes without saying that he is a float and a swimmer. He was in the water for some time before he was rescued. He was found by a boatman who was out for a swim. He was brought to the shore and he was taken to the hospital.

O'Gorman was pretty well played out by that time. He lay down on the beach and rested awhile before he woke up. He was found by a boatman who was out for a swim. He was brought to the shore and he was taken to the hospital.

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BOAT SINKS WITH 200 ON IT.

NONE MAY BE LOST, ALTHOUGH TWENTY ARE MISSING.

Crowd Rushed to One Side to View a Threatened Collision, Upper Deck Broke and Threw Excursionists Upon These Below Them—Many Swam Ashore.

INDIANAPOLIS, Aug. 7.—With 200 persons on board, many of them children, the pleasure boat Sunshine, which plied White River above Broad Ripple, went down this afternoon in fourteen feet of water, causing a panic among the passengers. Several persons were seriously injured and a dozen or more are missing, but it is not certainly known that any lives have been lost. Workmen are now engaged in tearing the boat to pieces in order to see if any one is under the wreck, but it will take hours to determine whether any fatalities occurred.

This was a picnic day for commission men and employees of the stockyards, and some 200 men, women and children went to Broad Ripple Park this morning. After a day of rollicking fun the day's pleasure was to close with a trip on the Sunshine for five miles up the river. The boat was on its return trip when Capt. Crockett warned the crowd on the upper deck against assembling on one side of the boat. A launch and a canoe were west of the boat, and to those on the Sunshine it seemed as if the two were about to come into collision. There was a shout of warning from the boat, and this caused a rush of those on the upper deck to the side. At the same time a part of the deck gave way and threw those on it upon the heads of those on the lower deck.

Just then the chain that controls the wheel broke and the boat listed heavily, throwing the passengers to the opposite side. The launch appeared on the opposite side and took off six of the passengers. The boat was sinking rapidly, and everyone that could get there climbed upon the part of the upper deck that was left. Boats came from all directions and took off the frightened people, but many of them had jumped into the water and were swimming for the shore. The boat continued to sink, and finally rested upon the bottom, which brought the water two feet above the wrecked upper deck, on which most of the crowd had taken refuge. These were taken away after those in the water had been rescued.

How many were hurt when the upper deck gave way is not known, or whether any are still in the boat. Men are at work on it and some twenty persons are yet unaccounted for, but they may have escaped. Seven persons were badly injured, and two of them may die.

Capt. Crockett, of the ill-fated steamer was one of the last to leave his boat. In explaining the accident he says: "I was having a great deal of trouble in keeping the 170 men on the boat divided on the deck. All insisted on being either on one side or the other. Just after we made the turn, and were on the return trip, the attention of the crowd was attracted to a woman in a canoe near the west bank. All rushed over to that side of the boat, and I cautioned them to get back. I warned the men not to do that any more, and fearful that they would, headed the boat in toward the shore on the west. With that there was a movement to what was now the north side of the boat and the upper decks collapsed, carrying about 150 men. All jumped into the water, as did the twenty who were on the lower deck."

The captain said the boat was in good condition. The boat being torn to pieces now by dozens of willing workmen, whose purpose is to discover whether or not any one was caught in the debris. The greatest fear exists for the twenty odd men who were on the lower deck.

OUR DUTY TO PROTECT PANAMA.

Judge Magoon Says So When Presenting His Credentials as Minister.

SPECIAL CABLE DISPATCH TO THE SUN. PANAMA, Aug. 7.—Judge Magoon this afternoon presented his credentials as Envoy Extraordinary and Minister Plenipotentiary to the Republic of Panama, when an official reception occurred. He said in part:

"The President of the United States is gratified that the republic for which they stand sponsors before the world has so soon justified its establishment and vindicated its right to membership in the family of nations. With the exception of the American flag, there is no flag upon which the United States looks with such pride and favor as the flag of Panama. The prompt recognition by the United States was largely instrumental in establishing the sovereignty of the flag, and in a measure secured the duty of protecting it if it is assailed by force within or without."

"The construction of the canal has brought the two peoples together. Evidences accumulate that kindly consideration has ripened into enduring friendship. It needs not the gift of prophecy to say that the canal will not only unite two oceans, but two nations, each preserving its identity, yet both identified with the achievement."

"We wish the canal to be completed during the administration of Presidents Roosevelt and Amador. If that is impossible, we can hope that the work of deciding upon the type of the canal, selecting plans, completing the organization and perfecting the system will be completed within that period. When the enterprise reaches that stage of development real victory will have been achieved and the canal will be an assured fact."

Foreign Minister Guardia replied. He said that the republic of Panama was a stimulus to Panama to continue in the path of progress and peace, with the assistance of President Roosevelt. Panama, he added, was making every effort to justify her independence and merit the appreciation of the world. The certainty that the canal will be a fact is rooted in the minds of every Isthmian, none having the slightest doubt of the incomparable pushing power of the United States, whose most classic exponent, Mr. Roosevelt, rules the destinies of the United States, and whose acknowledged eminence reaches all parts of the globe.

Señor Guardia referred also to the harmonious relations inaugurated by Secretary of War Taft, which since have been further cemented by Mr. Magoon. He said that these relations will exercise a legitimate influence on Latin America.

MR. MORGAN SEES PRESIDENT.

Canton-Hankow Railroad in China the Matter Under Discussion.

OYSTER BAY, Aug. 7.—J. Pierpont Morgan, it was given out at the executive offices here to-night, took luncheon to-day with President Roosevelt. The visit was arranged some time ago. The conference was upon the Canton-Hankow Railroad in China, which in part is controlled by American interests.

Nothing further was officially given out on the conference.

Mr. Morgan came to Oyster Bay on his yacht Corsair and left early this afternoon.

DROWNS AS FAMILY LOOK ON.

Wife, Children and Mother See Strong Swimmer Lose His Life.

FIREMAN John B. Huron, 38 years old, of Truck 24, Manhattan, was drowned yesterday while bathing at Rockaway Beach. He was caught by an undertow and disappeared while his family stood in terror on the shore.

Huron, with his wife, four children and his mother, went to Rockaway yesterday for a day's pleasure. With his children rollicking in the surf, Huron, who was an expert swimmer, plunged into the water, and was soon swimming well out, while his family proudly watched his prowess. Suddenly he turned over and then disappeared. A number of swimmers and a lifesaver in a catamaran went out and finally brought in the body. Several physicians worked over him while his family stood by hysterical. But the doctors finally gave up their task and pronounced him dead.

It was said last night that Huron had an excellent record and had saved many lives during his service in the department.

ANOTHER YALE DORMITORY.

Frederick W. Vanderbilt Will Give It to Sheffield Scientific School.

NEW HAVEN, Conn., Aug. 7.—Announcement was made to-day that Frederick W. Vanderbilt will build another dormitory for Yale Sheffield Scientific School very soon. The dormitory was promised to the school when the present structure was built, and is really an extension of the one now completed. Though Mr. Vanderbilt has but recently announced his plans concerning it.

The two buildings are on the same general plan as the Vanderbilt dormitory on the campus. Several old buildings, mostly residences purchased by the university, will be torn down to make way for the new dormitory. The entire cost of the land and buildings of the new Vanderbilt dormitories is said to be about half a million.

WOMAN CHARGED WITH CRUELTY.

New York Society's Efforts Result in a Prosecution in New Jersey.

RUSSIA WON'T PAY INDEMNITY

THAT'S HER ATTITUDE ON EVE OF PEACE CONFERENCE.

Doesn't Consider Situation So Desperate That Peace Must Be Bought—Baron Kaneko Says